

MOTION BY SUPERVISORS KUEHL AND KNABE

June 30, 2015

On January 10, 1995, the Board of Supervisors approved Los Angeles County's first Clean Fuels Policy, recognizing the importance of reducing gasoline use, tailpipe emissions and resulting environmental impacts from the County's approximately 16,000 non-emergency vehicles. Since this action, the Board has revised the Clean Fuels Policy to establish gas-electric hybrid vehicles as the County's standard for new non-emergency passenger sedans and to expand the use of Compressed Natural Gas (CNG) and other alternative fuel vehicles.

The Internal Services Department (ISD) manages fleet services, operations and acquisitions for approximately 4,000 of the County's 16,000 vehicles, primarily non-emergency sedans, vans and light-duty trucks. The County's remaining 12,000 vehicles are managed independently by the Sheriff, the Fire Department and the Department of Public Works. As of January 1, 2005, ISD's annual Clean Fuels Report indicated that the ISD-managed vehicle fleet included 13.2% (459 of 3,471 vehicles) hybrid, CNG or Ethanol-powered vehicles. As of January 1, 2015, ISD reported that this figure had risen to 24% (942 of 3,884 vehicles), and that among passenger vehicles, 56.9% met this definition.

In 2014, ISD engaged the services of a fleet consulting firm, Mercury Associates,

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Inc., which analyzed the County's vehicle fleet and reported that, as of August of 2014, 44% of our fleet vehicles were more than ten years old, 64% of the ISD-managed fleet exceeded recommended replacement criteria and that the average age of the County's light-duty fleet was 9.3 years. This suggests an average vehicle replacement cycle of 18.6 years, which is largely driven by the County's reduced vehicle purchases since the Great Recession of 2008. Because of advances in automotive technology in the last eighteen years, this means that our fleet is less fuel-efficient and more polluting than it could otherwise be. The 2014 Clean Fuels Report estimates that during calendar year 2014 the County's Clean Fuels Policy resulted in savings of 834,000 gallons of fuel and the avoidance of more than 8 million pounds of carbon dioxide (CO₂) emissions. Using estimates provided by the United States Environmental Protection Agency, this is equivalent to the annual emissions production of 774 passenger vehicles.

In the Board of Supervisors meeting agenda for June 30, 2015, ISD, acting under the direction of the County's Audit Committee, is recommending that the Board adopt a revised and renamed Board of Supervisors Policy No. 3.020 "Clean Fuel – Sustainable Fleet" policy, which updates, for the first time since 1968, countywide vehicle replacement standards and which incorporates enhanced environmental sustainability measures, including a requirement that:

- a. 10% of non-emergency passenger sedan purchases be Transitional Zero Emissions Vehicles (TZEVs), defined as certain plug-in hybrids with near-zero emissions, or Zero Emissions Vehicles, defined as fully-electric vehicles with zero emissions.
- b. 10% of non-emergency light duty truck and van purchases be alternative fuel

vehicles, including compressed natural gas (CNG), propane and plug-in hybrids.

The Fiscal Year 2015-16 Final Changes Budget, adopted by the Board on June 22, 2015, included \$4.6 million of one-time carryover funding in the Motor Vehicle Accumulated Capital Outlay fund, which ISD and the Interim Chief Executive Officer (CEO) will use to make cash purchases of approximately 244 vehicles for the ISD-managed fleet. These vehicle purchases will reflect the environmental sustainability measures and purchasing requirements included in the proposed Clean Fuel – Sustainable Fleet Policy.

WE, THEREFORE MOVE that the Board of Supervisors instruct the Director of Internal Services, working in cooperation with the Interim Chief Executive Officer, the Sheriff, the Fire Chief and the Director of Public Works, to submit a report to the Board by July 1, 2016, that provides details on non-emergency vehicle purchases in the fleets managed by ISD, the Sheriff's Department, the Fire Department and the Department of Public Works. The report should include details on overall fleet composition and performance against the 10% purchasing requirements included in the Clean Fuel – Sustainable Fleet Policy.

WE FURTHER MOVE that the Board of Supervisors instruct the Director of Internal Services to submit a report to the Board by July 1, 2016, that includes a recommendation for and a feasibility analysis of increasing:

- a. The Transitional Zero Emissions Vehicle and Zero Emission Vehicle purchasing requirements for non-emergency passenger sedans from 10% to 20%.
- b. The alternative fuel vehicle purchasing requirements for light duty trucks and vans from 10% to 20%.

This analysis should reflect and/or include:

1. Recent fleet acquisitions.
2. Customer and departmental feedback on the use of TZEVs, ZEVs, and alternative fuel trucks and vans, including any operational impacts experienced.
3. Expenses related to charging or refueling infrastructure for additional TZEV, ZEV, and alternative fuel vehicles.
4. An inventory of available local, State and Federal grants and subsidies available for the purchase of TZEV, ZEV and alternative fuel vehicles and/or charging and refueling infrastructure and a report on departments' ability to secure these resources.
5. The potential for reduced gasoline consumption and CO2 emissions from a higher purchasing requirement.
6. A comparative analysis of TZEV, ZEV, and alternative fuel vehicle purchasing requirements in peer governmental agencies, including cities and counties.